General Belief That the Jockey Club Will Inaugurate Numerous Reforms, Incloding a Curtailment of the Betting Big Field in the Carter Handicap.

After much suspense and worriment the metropolitan racing season will begin Aqueduct next Wednesday with more ral public interest in the turf than ever warfare there is a consensus of opinion here will be no adverse legislation after and that racing, under a new plan of govrement to be instituted by the Jockey Club, will be improved and bettered from several

The Jockey Club, as THE SUN outlined ruo weeks ago to-day, probably will be re-organized from top to bottom. It appears be an accepted fact that August Belmont will withdraw from the chairmanship because of the serious trouble that his leadership is said to have caused. But so far nothing official has been given, out on this point. those who are in touch with the situation say it would not be at all surprising if James it. Keene succeeded Mr. Belmont as chairman, for the reason that Mr. Keene's practical knowledge of tacing and his extreme popularity with horsemen, high and low, have made him the logical candidate for this important place.

It also is believed that Schuyler L. Parsons, a close friend of W. K. Vanderbilt and a big man in the affairs of the Coney wand Jockey Club, will be able to wield onsiderable power in the future control of racing. Mr. Parsons is a broad gauged, lose observer of racing matters and has equently officiated in the stewards' stand, h is further hinted that John Sanford will take more active interest in the workings of the Jockey Club, at the same time remaining number of the State Racing Commission. bose who have a pretty good line on the stastion predict that several men who have peen unusually autocratic in their dealings oth horsemen and others identified with the sport will soon take a place in the background. hile younger and more active men will supplant them

hist what sort of reforms the Jockey Club will institute, beginning with the opening of season on Wednesday, nobody can say with authority. But the prevailing opinion seems to be that a vigorous policy with the dea of suppressing various forms of speculaa believed that many obstacles will be placed the path of the small bettors. There appears to be in some quarters a strong pposition to the continuance of the "dollar 'eld" for the reason that persons who possibly cannot well afford to play the races are the babit of patronizing that enclosure. From several good sources it was learned ast week that the turf governors feel the me has arrived when the man who goes to the track to wager a dollar or even less must be checked.

By abolishing the "field," or rather by browing open the field to the public free of barge, yet prohibiting the laying of odds some persons believe that good results would accrue, while others contend that a miform rate of admission to all parts of the rack-\$3 a head-would surely eliminate he poorer element. Under the latter plan t is contended that a man who could pay \$4. for a badge would be able financially to bet and perhaps to lose without crippling himelf, while those who were in straitened reumstances would think twice before aying this high tariff at the gate.

Others who have studied the situation say bat if the bookmakers were forced to refuse all wagers of less than \$5 the pikers would be forced to give up the game. But such a rule, it is thought, would be difficult in its enforce-

There is no doubt that unusual vigilance rack portals, while it is said that women without escorts will not be admitted. But ith reforms in the air it is pointed out that any attempt to do away with the present ystem of doing a cash business in the ring uld prove decidedly unpopular.

The system has been perfected to the point hat the racing public has the utmost confidence in it and for that reason has increased is patronage of the tracks to a remarkable legree. To substitute the credit system yould simply be a matter of returning to the undicate methods which prevailed before he betting ring was declared open two ears ago. That move, in the estimation of competent judges, was one of the bestiever ade in the faterest of the public, and the fact hat since then there has been a semblance of healthy competition in the market is taken mean that no error was committed.

In the government of the turf itself there Il be an even more vigorous policy, it is inderstood. The idea of having no scanand appears to be a dead letter. The stewards hereafter will exercise greater care and will act promptly, it is said, in dealing with cases that arouse suspicion. It is declared that some of the biggest Western bookmakers and operators when they arrive here will be noticely informed that unless they conform to the new conditions they will be compelled to go elsewhere. Plungers who have in wears gone by attracted too much attention and also have brought racing into much unpleasant notoriety will be warned to cut down their business to a minimum or stay away. There will be no deviation from this plan of action, it is said, and unless the plungers pay heed to the warning some of them will feel the grip of an iron hand.

The crusade against big betting will not end with a warning to those who want to islace heavy wagers, for it is understood that the Government has passed a similar resolve for the coming race.

Thomas Fleming Day, the New York member of the Marblehead-Bermuda race committee, has received word from Commodore C.S. Street of the Yachtsmen's Chib of Philadelphia that that club will enter the schooner Edith Anna and the sloop Marchioness in the race. Commodore Street has offered a cup for which these two yachts will complete a dup for which these two yachts will owned by T. Hengerson. She was built from designs by Bowes and is 34 feet over all, 34.6 feet on the water line, 15 feet beam and 4.2 feet draught. The Marchioness is owned by J. P. Crozer and was built from Herreshoff designs. She is 87 feet over all, 47 feet on the water line, 15 feet beam and 4.2 feet of the water line, 15 feet beam and 4.2 feet draught. The Marchioness is owned by J. P. Crozer and was built from Herreshoff designs. She is 87 feet over all, 47 feet on the water line, 15 feet beam and 4.2 feet draught.

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men in this direction. The use of stimulants accelerating the speed of thoroughbreds s an evil that will receive some attention, hile it is believed that some of the riders all be compelled to sever their busines elations with so-called managers who are inder surveillance before they can secure heir usual employment. The Jockey Club ilways has been the champion of clean racog and in these dark days it is evident that acreased efforts will be made to eradicate wen the smallest evils. All of which means hat racing probably will be of a higher class and more popular with the public than a toy previous time in its history in this country Hundreds of turf enthusiasts visited ravesend and Sheepshead, Bay yesterday watch the thoroughbreds who are being repared for the Aqueduct and Jamaica The tracks were in five condiion and there were some fast trials. There eno doubt now in the minds of trainers that be will be able to send their borses to the in tiptop condition to meet some of to seasoned racers from the winter tracks. is predicted by the railbirds that there

lifteen starters in the Carter Handicap. A probable field is as follows: 107. Owner. Jockey.
122 B. Schreiber... Nicol.
122 J. H. McCormick Shaw.
112 S. C. Hildreth. E. Dugan
111 R. F. Carman. G. Burns
110 J. R. Keene. Notter
105 J. McLaughlin... T. Burns
105 J. McLaughlin... T. Burns
106 B. & O. Stable... McDanlel
106 Patchogue StableE. Lynch
107 J. McCarby
108 Newcastle St. ble. McCarby
109 Recerveycks Tol. M. Fadden
109 B. & O. Stable... M. Cabey
109 Recerveycks Tol. M. Fadden
109 B. & O. Stable... M. Cabey
109 Recerveycks Tol. M. Fadden
109 B. & O. Stable... M. Cabey
109 J. R. McCarby
100 Recerveycks Tol. M. Fadden
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109

As Dr. Gardner will not start because of amenous the experts hold to the opinion that Jack Atkin, fresh from notable triumphs " New Orleans, will be hard to beat. This ter. The has been winning with all kinds of burdens, is fit and is one of the greatest sprinters in America. That he will meet some dangerous factors there is no doubt, for Meelick, winner of the California, Santa AMONG class colt, while the B. & O. stable has two racking three-year-olds in Chapulteneo and Angelus. James R. Keene's representatives. Gretna Green and Restigouche, are ready, while R. E. Carman's Rifleman showed a speedy trial at Belmont Park several days The Patchogue Stable declared Nealon and Charles Edward recently and will depend upon Don Enrique, who is said to be in splendid condition.

J. H. McCormick won the Carter last year with Glorifler and has been getting this high class cripple ready for another coup. If the track should be muddy Gloriffer might be able to turn the trick again. Oxford and Berkeley have been racing well at Bennings While Gov. Hughes is still carrying ; and will go to the post fit. Red River, Spooner and Cohort have been stepping along at a lively rate recently and when good they can make the best sprinters extend themselves. With pleasant weather on Wednesday it is expected that a record breaking crowd will e on hand when the first bugle blows.

Word was received here yesterday from Paris that J. E. Widener's crack jumper, El Cuchillo, who was sent to France two months ago to be a starter in the biggest steeplechase run in that country, died on Saturday. It is reported that the horse contracted typhoid fever while crossing the ocean. The end came at the establishment of a veterinary at Maisons Laffitie. El Cuchillo won the Empire State Steeplechase at Gravesend last year. He was a five-year-old bay horse by Carlsbad-L'Orient.

There is no stake event at Bennings today, but the card is well balanced. The opening event is a handicap at six furlongs vith Comedienne, Workman and Nanno having chances. In the second event, for wo-year-olds at four and a half furlongs, Ragman, Helen Hills and Great Jubilee may run well. In the third event, at a mile Panique, Peter Knight and Grace Cameron seem The fourth race is a steeplechase for maiden four-year-olds and upward at about wo miles, with Sir Wooster, Fin MacCool and Beldemo perhaps the best. Platers will provide the fifth race, at a mile, with Call Boy, Kingsessing and Alloy figuring well. In the last race at a mile and a furlong, Killieerankie, Banker and D'Arkle look formidable. The entries follow

114 Nanno. 110 Bergoo. 107 Lady Isabel. 107 Grace Cameron. light and True. The Wrestler. .. Gllvedear Second Race-Selling: two-year-olds; four and half furlougs: .101 Helen Hills. 99 Jack Glenn. 96 Ragman... reat Jubilee. Third Race-Four-year-olds and upward;

Panique 112 Millstone 108
How About You 112 Grace Cameron 101
Peter K night 112
Fourth Race Steeplechase for maiden four-yearolds and upward; tw Miss Cantankerous... Fifth Race Schling; three year olds and upward; 115 Azure Mald. 108 Call Boy. 108 Ferry Landing. 108 Cartwheel. 102 Alloy. 99 Silver Ball... 97 Blencher rockdale. . . aughraun ngrahan 4 Kingsessing. Sixth Race-Tribee year olds and upward; one tile and a furiong; old course: old course: 115 Little Maid... 112 Umbrella... 112 Killieerankie... 106 Obert eter Knight. Royal.

YACHTSUN BERMUDA RACE.

Little Hope to Race Against Lila and

time no entries were received, but now that spring is approaching it looks as if several more entries would be received.

The committee has just been notified by K. Lothrop, Jr., that he wished to enter his sloop Little Hope in Class D. Little Hope I is a fine, able cruising sloop designed and built by Burgess & Packard at Marblehead built by Burgess & Packard at Marblehead in 1906 and aiready has a fine record of ocean cruising, as in 1906 and 1907 she went across the Bay of Fundy, down the coast of Nova Scotia and along the coast of Newfoundland. Any one who has been along these coasts knows what weather is there, and that Mr. Lothrop has nothing to fear in the way of hard weather in going to Bermuda. Little Hope will have a chance to show what a sloon Hope will have a chance to show what a sloop

Hope will have a chance to show what a sloop can do against the two yawls already entered. If Mr. Bacon also starts fameriane as he hopes to do this class of itself will create great interest.

Last year when the American yachtsmen arrived at Bermuda they found that, although according to the regular rules pilotage for foreign yessels was compulsory, the Government had passed a special resolve the previous winter permitting the yachts in the race to ment had passed a special resolve the previous winter permitting the yachts in the race to enter without any pilot at all or to take any individual pilot whom they preferred. It is understood that the Government has passed a similar resolve for the coming race.

ASSOCIATION FOOTBALL. Arcadia Thistles Beat Chritchleys, 2 to 6 in Championship Game.

One of the best drawing cards of the season for followers of association football was "the game for the championship of Brooklyn played yesterday between the Arcadia Thistles and the Chritchleys. The result was in favor of the Arcadia Thistles by 2 goals to 0, the game being played at the Visitation ball grounds. W. Chalmers, inside left for the Thistles, scored for the home team from a pass by W. O'Neill at outside right, about ten

pass by W. O'Neill at outside right, about ten minutes after the start. Ten minutes later H. Monteith, the centre forward, met the ball squarely within the goal area as it was knocked out by the custodian and sent it into the net. This ended the scoring.

At Prospect Park, Brooklyn, a finely contested game took place between the Astoria Independents and the Brooklyn Hibernians. After a tie in the first half at two goals apiece the game ended in a tie at 3 to 3. T. Turner, centre forward, and A. Ayres, at outside left, scored the goals for the Astoria Independents in the first half and Turner kicked the third goal from a penalty in the second half. For the Hibernians, R. O'Halloran, inside right: A. Burnside, centre forward, and J. Skinneder, outside left, tailled three goals in the order named.

After their opponents had obtained a lead

and J. Skinneder, outside left, tallied three goals in the order named.

After their opponents had obtained a lead of one goal in the first half the team of the Columbia Oval Football Club succeeded in playing the eleven of the St. George United Club of Newark to a standstill at Williamsbridge yesterday afternoon, the final score being i goal for each side. The play was fast throughout and in the first half the Jerseymen were favored by the wind. Harding, at inside left, shot into the Columbia Oval net, giving the lead to the visitors. The New Yorkers started determined to neutralize the advantage. Finally J. Hilton shot the goal that tied the score from inside right.

Baseball, Pole Grounds, To-day 3:36 P. M. Glants vs. Jersey City. Adm. 50c.—Ade. Baseball, Washington Park, To-morrow. Opening game. National League Champion-ship. Brooklyn vo. Boston.—Ass. MEMORIAL DAY ENDURANCE RUN PLANNED FOR NEWARK.

New Jersey Automobile and Motor Club May Promote Twelve Hour Contest -W. M. Hillard to Begin Practice Today With Hol-Tan Briarchiff Candidate. Though the officials of the New Jersey

Automobile and Motor Club of Newark have not made any definite announcement on the subject there is every prospect that the organization will promote a twelve hour endurance run on Memorial Day. The plan to restrict entries in the event to members of the club, and the New Jersey Automobile Trade Association has been asked to cooperate with the club officials in drafting the rules to govern the contest. The Newark tomobile dealers have been requested to help the club arrange for the running of the affair and to act as the officials of the run.

H. A. Bonnelf, secretary of the New Jersey Automobile and Motor Club, has had a con-ference regarding the contest with W. it. Ellis of Newark, secretary of the trade association, and the latter will refer the matter to his organization. The tradesmen have been asked to take entire charge of the event. appoint all of the official observers, select the prizes and pass upon the rules of the the prizes and pass upon the rules of the test. It is thought the dealers will be too auch occupied with business to take an active part in the event as contestants, but it is likely that a few of them who are members of the club will enter their cars. It is probable that another endurance contest will be arranged for some date late in the summer or early fall in which the dealers will be strongly represented. It is planned to either price or horse-power. will be strongly represented. It is planned to make this later affair a much more strenuous one than any of the club's former events.

W. M. Hilliard, the Boston racing drive, tho is to pilot the Hol-Tan entry in the Briarcliff trophy road contest in Westchester county on April 24, is expected to take up his quarters on the course to-day to begin practice for the race.

In the matter of caring for its members the Long Island Automobile Club always has done more than could have been expecced, and the latest instance of this system of the Brooklyn organization is the project of arranging for a country house. Preparations for opening the country house are being pushed rapidly toward completion, and since the L. I. A. C. board of governors gave their official approval to the project a great deal of interest has been shown by present and prospective members of the organization. So many automobilists belonging to other clubs have asked about the Long Island club's country house plan that it seems reasonable to predict that a large number of new members will be attracted by the addition of a country house to the advantages of the organization, which has a fine clubhouse and garage at 360 Cumberland street, Brooklyn. The new country house is situated on the

preperty known as Brightwaters, in Bay Shore, L. I., which is about thirty-nine miles from the present city clubbouse of the organization. The house is on the Merrick or South Country road, being about 300 feet back from the highway. The grounds are large and are I id out with trees and shrubbery. The house is three quarters of a mile from Great South bay, where there is an excellent beach suitable for batting. On the ground floor of the house is a spacious hall not our large rooms, besides the kitchen and pantry. On the second floor there are five large rooms and bath, while the third floor has six rooms, with bath and shower. Wide porches surround the house on three sides. Shore, L. I., which is about thirty-nine miles

Chaos.

Boston, April 12.—Six entries were received for the Bermuda race soon after the Corinthian Yacht Glub of Marbiehead first sent out its circulars giving the conditions. These were Fleur de Lys in Class A, Esperanza, Zuhrah and Dervish in Class B, and Lila and Chaos in Class D. Then for a long time no entries were received, but now that

The Motor Car Racing Association of Maryland announces a track meet for Memorial Day. The contests are to be run on the famous old Pindico track, which is a one mile circuit seventy-three feet wide and well banked on the turns. Five events are scheduled, event I being a five mile contest for stock touring cars selling from \$2,001 to \$3,000. Event 2 is the Maryland runabout championship of ten miles, for stock runabouts or tourabouts. Event 2 is a five mile contest for stock touring cars from 40.1 to 60 horse-power inclusive. In all of these events the lamps, fenders and muffers may be removed from the competing cars. Even 4 is the Pimlico tree of all handicap of ten miles. Event 5 is a 100 mile contest for miles. Event 5 is a 100 mile contest for stripped stock cars or stock chases, in which the owner of the winning car will receive a specially designed silver cup and the driver of the winning car will receive \$75 in gold coin. The entry fee for the 100 mile event will be \$25, and the entry fee for each of the other events will be \$10. Entries close on May 25 with Edward A. Cassidy, general manager, at Baltimore.

The managers of the automobile school of the West Side Y. M. C. A. report that a large number of coachmen have enrolled for the April term of the school. In a number of cases these men have been sent to the automobile school by their employers, who either expect to give up their horse drawn vehicles or are going in for automobiling during the summer and wish to have men they have known for some time trained to drive the cars for them. Several former horse cab drivers also have become pupils of the automobiling the second or the second of the second or the second of the second of the automobile school of the automobile school of the automobile school of the second of cars for them. Several former horse catodrivers also have become pupils of the automobile school in order to fit themselves to become drivers of public motor cabs. The school instructors are to give lectures on the local automobile ordinances as part of the regular instruction.

There are to be at least a couple of hill climbing contests in Pennsylvania on Me-norial Day, as the Scranton Automobile Association has decided on a contest for May 30 in addition to the affair scheduled by the Wilkesbarre Automobile Club. The Scranton Wikesbarre Automobile Club. The Scranton organization is planning to hold its contest on the Scrub Oak Mountain road, and it will be conducted on the same plans as the Wikesbarre event. H. B. Ware, president of the Scranton organization, has expressed himself in favor of the proposed improved high-way to be constructed between Honesdale and Nanticoke.

The Motor Car lacing Association of Maryland is preparing for a busy season the coming summer and already has been assured of a good entry list for the race meet it has scheduled for Memorial Day at the Pimlico track. At the annual meeting of the Association in Baltimore recently the following officers were elected for the ensuing year: President, Thomas G. Young; secretary and treasurer, Thomas A. Robinson; general manager, Edward A. Cassidy.

Motorists of Beyerstown, Pa., are talking of organizing an automobile club and expect to form one in the near future.

Benjamin Briscoe, chairman of the com-mittee of management of the American Motor Car Manufacturers Association, in discussing the proposed transcontinental travelling auto-mobile exhibition for the members of the organization makes the following comments: monic eminors of the organization makes the following comments;

"Such an elaborate affair as is under advisement by the American Motor Car Manufacturers Association would prove to be a great boon to the industry. The undertaking would give to the firms participating an excellent field of new buyers. It would take the cars to the very homes of the buyers, thus saving the public time and money which would necessarily be spent in attending a New York show. It would reach persons who would not or could not attend the show. It is for this class of people that the affair would be conducted, and I thoroughly believe it would be a paying proposition based on a strictly business standpoint. It would kindle motoring interest and arouse new enthusiasm among those who at present have no idea of purchasing an automobile.

Clarence E. Beach of Newark drove from Clarence E. Beach of Newark drove from his home to Belmar last week in his Rambler and says he found the new road across the meadows between Keyport and Perth Amboy in a very dangerous condition. He warns automobilists to drive along this stretch carefully, as the road is narrow and lined with ditches from ten to twenty feet deep in many places. He made the trip to Belmar by way of Perth Amboy, South Amboy and over the new road to Keyport and Long Branch, returning through Spring Lake, Farmingdale, Freehold, Matawan and New Brunswick.

The various departments of the Federal The various departments of the Federal dovernment are slowly but surely adopting automobiles for different kinds of service, and the Navy Department recently purchased two White steam ambulances. One of the cars is to be used at the Naval Hospital at Philadelphia and the other at the Tuberculosis Hospital at Los Animas, Get. The new ambulances are similar to these which the War Department has bought from time to time. The ambulances have a wheel

THE AUTOMOBILISTS | base of 132 inches, which permits a capaci y of four stretchers, besides accommodations for several surgeons and space for carrying a considerable amount of medical appelles.

The Department of Commerce and Labor in Washington has compiled statistics which show that 213 automobiles, valued at \$398, 509, were exported from this country in February of this year, while in February, 1907, there were but 181 cars exported, which were valued at \$301,240. The value of the automobile paris exported in February this year reached \$75,394, while for the corresponding month last year the amount was \$47,124. For the period of eight months ended with February in the years 1906, 1907 and 1908 the total values were \$1,771,313, \$2,873,248 and \$3,061,8.3 respectively. The most striking feature of the February, 1908, report, is an increase of more than 100 per cent. In the value of the cars exported to Italy, although France shows an increase of about 12 per cent. and other European countries are taking Ameri-The Department of Commerce and Labor other European countries are taking American cars.

The automobile schools conducted by branches of the Y. M. C. A. in various cities of this country almost-invariably have met with the enthusiastic approval of the local automobile clubs, and the school for motor operators which the Newark Y. M. C. A. is running is no exception to the rule, as it has been indorsed by the New Jersey Automobile and Motor Club and the Physicians Automobile Club of New Jersey. Neveral members of these two organizations have given proof of their interest by enrolling as pupils for the term which is to begin tomorrow night at the Newark Y. M. C. A. The lectures of the course are delivered by Clarence B. Brokaw, who was the originator of the Y. M. C. A. automobile schools in this country.

Motorists who have driven from Newark to Asbury Park recently declare that the roads between the two New Jersey cities are in fairly good condition, except a stretch near Middletown, where repairs are being made on a section about a quarter of a mile

A stitch in time saves nine with the rubber bulb of the average horn, according to an English expert. Most of them have a raised ring in the iniddle of the bulb just where the thumb of the driver comes, and very soon at this spot the rubber gives way. As has been said before, the bulb can be mended quite well with a solutionesi patch, but this is apt to give way from time to time. The best method is to deal with the bulb before it begins to leak. The first thing to do is to fill up the space inside the raised ring with a solutioned disc of rubber. Then solution another ring of rubber around the raised ring, about half an inch wide, and on top of this place still another piece of rubber. If the work is done carefully it results in the part of the bulb which is most subjected to wear being greatly strengthened. The operation may be simplified by paring the ridge away with a sharp knife until flush with the bulb, then placing a large batch right over the top of the entire bulb. There is no better material for this purpose than an old inner tube.

The New Jersey Automobile Exhibition Company, which was formed to conduct the Newark local show in the Electric Park Auditorium last vinter, has wound up its affairs. The officers of the exhibition company who The officers of the exhibition company who are members of the New Jersey Automobile and Motor Club or the New Jersey Automobile Trade Association are to be at a dinner to-night in the clubhouse of the New Jersey Automobile and Motor Club, Broad and Chestnut streets, Newark.

As they did not wish to have the date of their hill climbing contest conflict wit' similar events in other cities, the promoters of the Cleveland hill climb have postponed their contest from Memorial Day to June 13. The annual meeting of the Ohio State Automobile Association has been set for the same day as the hill climbing contest.

BRISK ON THE SPEEDWAY.

A Morning of High Class and Numerous Trials of Stepping.

Speedway sport is once more at its height. The sport yesterday morning was high class from start to finish and brought together such stars as John Cornish's Tempus Fugit, 2:07'; E. J. La Place's Kate Nelson, 2:10' Louis Berger's John M., 2:02%; Joseph Gibler's brown mare P. E. O., William Scott's Kitty Wilkes, A. B. Gwathmey's Tiverton and Christopher Hackett's Sally A. Bohling drove his crack pair Kingmond and A. J. D. an exhibition mile and got an

ovation from the sidewalk brigade. Louis Berger's John M., 2:021, is a proposition that few owners care to tackle and Mr. Berger spent most of the morning pacing up and down the drive trying to induce some of the fast ones to try conclusions with him. The sport was drawing to a close when John M. met and defeated the bay gelding Red B. He also won a good brush with his stable companion Jack B. as an opponent.

Jack Axworthy, driven by T. Maguire,

figured conspicuously in the winning list His first victory was over Nigger Pandit. His first victory was over Nigger Pandit. He won this brush easily and finished two lengths in the lead. Mr. Maguire then sent his favorite to tackle Andrew Cranford's chestnut mare Ada Jig, and here also Jack Axworthy scored an easy victory. He came to grief, however, when he met Claus Bobling's pair, A. J. D. and Kingmond, and although the gelding put up a good fight he was not able to reach even terms at any stage of the encounter. encounter. George Huber's fast little bay mare Gracie

George Huber's last little day hare Gracie Pandit was very much in evidence and finished first in some stirring brushes. The first in which she was entered was a three cornered one and brought together Gracie Pandit, Jack B. and Fancy Prince, with I. Mr. The three horses finished in the order

Thompson at the reins.

The three horses finished in the order named, with Gracie a good length in the lead. In her next brush the mare defeated dack R, single hand and then was sent to tackle J. W. Smith's black gelding Ogden Smith. Gracie showed her heels to the Smith gelding early in the fray and took his measure without being forced to extend herself.

Judge Boardman, with Harry Toplitz at the reins, twice lowered the colors of Ada Jig. R. C. Reynolds's bay mare Fanny Q and I. M. Thompson's Fancy Prince had a series of brushes which resulted in a decided victory for Mr. Thompson and his favorite. The first of the series went to Reynolds's mare, but in the next trial of speed Fancy Prince reached his stride and finished a good length in advance of his opponent. The last setto was a hard struggle all the way, but the mare was a little shy of speed and had to be content with second place.

Others who were on the drive were A. J. Miller, with Del Norris Lad; William Clark hehind Ready Boy: Leo Oettinger, driving his bay pair Nashville and Charhe W.; Mr. Bruckheimer behind Larabie Rose: Charles Rothschild, with the bay mare Fanny K.; Hugh Riley, with Lucy; Max Greenbaum, with Peter H. and Bugle Call: E. O. Binzen behind the roan gelding St. Patrick, and Mr. Bassett, with Madam Direct.

THE "Y" FOR LAWN TENNIS. Players Defend Yale Insignia Committee for Awarding It.

A letter was printed recently in the Yale Alumni Weekly in which the writer complained of the action of the insignia committee in granting the "Y" to intercollegiate golf and lawn tennis champions. The writer's contention was that these are "lady like sporis" and that the "Y." typifying courage, endurance, sand and the highest type of manhood. becomes cheap through giving it for other than the major sports. This letter has called than the major sports. This letter has called forth several in rejoinder in indignant tone. One man wrote that he believed qualities of endurance and courage are as much needed for lawn teunis as they are "for the manager of the crew or the winner of the shotput in the Harvard meet. A man who is naturally big, strong and fairly fast may in one season learn enough football to win his 'Y' by being sent in the last minute of a championship game, but it takes years of hard practice, often accompanied by discouragement to play good enough tennis for the intercollegiate title. It is true that girls play tennis and golf; they also play hasketball, and yet this does not make basketball a ladylike, molly-coddle sport, as anybody who has watched the games of the league can testify. I think I am safe in saving that the step taken by the insignia committee has met with practically universal approval throughout Yale. The only fault in it is that it was not taken sooner. universal approval throughout Yale. The only fault in it is that it was not taken sooner."
Howard A. Plummer, who with S. L. Russell won the intercollegiste lawn tennis doubles. in 1901, writes in part: "I still consider the 'Y' are enviable prize. I never had one either, but I can still respect the ability of the finan who wins it, and if he has won it through golf or tennis I shall always maintain that he owes his victory as much to courage, coal headed. his victory as much to courage, cool headed-ness, endurance and sand as to skill of hand ness, endurance and sand as to skill of hand and eye. I can even perhaps find in him a type of manhood worthy of high admiration and I heartily rejoice that the extension of the privilege as a recognition of honest endeavor for Yale's supremacy in the clean intercollegiate sports of golf and tennis has not cheapened but cariched the Y.

ARDSLEY CLUB'S GOLF EVENTS

MANY CUP CONTESTS FOR HUD-SON RIVER LINKS.

Dyker Meadow Also Issues a Schedule -College Teams in Opening Matches on Links This Week-Hapgood Wins Playoff of Tie in Bogey Competition.

A list of weekly and holiday competitions. for members of the Ardsley Club has been prepared by the golf committee, H. S. Brooks. chairman I. B. Johnson, D. G. Gardiner and L. M. Greer. The opening handicap, on May 16, will be for a cup presented by Henry H. Vail, and the last one scheduled is for the James W. Johnson cup on Thanks-giving Day. The president's cup, the gift of Franklin Q. Brown, will be qualified for on May 23, four players to continue at match play. This is a three win cup and played for each spring and fail. The other cups are to be won outright, the donors being Elias M. Johnson, Morton S. Paton, the Rev. Joseph M. Hodson, Daniel Bacon, Arthur G. Johnson, Lester B. Churchill, Herbert Carpenter, Gilbert H. Johnson, James B. Mabon, J. Allen Townsend, David G. Gardiper, Isaac B. Johnson, George O. Thatcher, Anson F. Robinson and E. J. Whitehouse.

In addition there will be a contest in the fall for the handicap championship vase for all the winners of cups from May 16 to October 24. It will be at handicap match play and will begin on October 31. vase remains the property of the club. winner to have his name inscribed on a table in the clubbouse. The changes in the course under Willie Tucker's supervision have im-proved the 5,800 yard round, and Ardsley Club golfers expect a lively season.

The amateur champiouship of the Massathe annueur championship of the Massa sects Golf Association will be at Wolfas June 17-20. Boston's women golfers Hold their fulle event at Brae Burn, May 28, the same week as the tournament of Women's Metropolitan Golf Association at the Essex County Country Club.

Columbia's golf team opens its season with a match at the Dyker Meadow Golf Club-next Thursday, and on Saturday plays at the Forest Hill Field Club. Princeton also has a match on for Saturday at the Nassau Country Club.

The Fkwanok Country Club's officers are Pobert T. Lincoln, president, James L. Taylor, first vice-president, and C. M. Clark, secretary and treasurer. The course is open from June to November with open tournsments in July, August and September, besides the weekly competitions. The fournament dates are July 23, 24 and 25, August 12, 13, 14 and 15, and September 19, 11 and 17.

Frederick B. Fiske, Howard F. Whitney and Frederick J. Phillips as dournament containing the hard selected as schedule of events at the Dyker Meadow Golf Club for the first part of the season. The first monthly club andicap will be next Saturday, and they will be repeated on May 16, June 13 and until October, when the sixteen players who return the lowest gross scores in the series will be lowest gross scores in the series will Du val has to be won twice to be held permanently. Marshall Whitlatch now holds it. There will be competitions every Saturday until the snow files. A cup presented by Mr. Whitlatch is to be qualified for at handicap medal play on May 2, eight to continue on succeeding Saturdays. The Memorial Day contest again will be for the cup presented by John R. Maxwell, Jr., in memory of the late Henry W. Maxwell, and on July 4 there will be a handicap for the Independence Day cup. There is a special prize to be awarded to the player returning the lowest gross score nany medal play competition up to and in any medal play competition up to and including July 1.

There was a tie in last Saturday's bogey competition at the Dyker Meadow Golf Club between E. A. Freeman, S., 3-8 down, and G. D. Hapgood, 95, 8-8 down. They played off yesterday! the eighteen hole medal handicap, Hapgood winning. Thirty-live cards were handed in, the three prizes being taken by E. F. Hunt, 84, 3-81; C. S. Pool. 31, 8-83, and A. Barker, 89, 5-84. During the week the eights to qualify for class prizes on April 4 and 5 finished the first rounds. Results were: on April 4 an Results were:

Class A.-A. Barker beat Grant Notman, 2 up and 1 to play; C. V. Meserole heat Y. J. Phillips, 1 up (20 holes); W. C. Freeman beat F. W. Silbiey, 3 up and 1 to play; W. B. Rhett beat E. F. Hunt, 4 up (19 and 2 to play: P. S. Mallett beat D. Morehouse, 3 u and 2 to play: A. M. White and E. W. Belcher, by es

Crews Practice Despite High Wind-Gossip

The high wind along the Speedway course of the Harlem River yesterday did not keep the carsmen from their practice spins, and all day the crews ploughed up and down the Capt. Jack Nagle of the Harlem Row ing Club mustered an eig t which he intends to row in the junior event of the Harlem remtta, and it was as follows: Nelson, bow: Wheeler, 2, Kell, 3; Gingras, 4; Hallihan, 5; Brady, 6; Bester, 7; Wood, stroke. Nagle had Nagle had the eoxswain's seat and John Hoben took Wood's place at stroke to give the boys an of pace. Hoben starts regular work in his single to-day with the intention of being in trim for Memorial Day. The Harlen's have planned the formation of a crack four n Nonenbacker, bow; Breen, 2; Ryan, 3, and en, stroke.

was found to be care ble of 15 knots an hour. Count Giannin will use the boat to follow the crews in heir work at Travers Island. From now on the Winged Foot crews will do their work at Travers Island.

The schoolboy crews have been located at their tspective quariers, where they will remain until May So. The De Witt Clinton boys will be at the Harlem R. C. and will be coached by Cistence Mese, who rowed on the champion eight of this toub a few years ago. The Nonparell B. C. will have the High School of Commerce, and the Stuyyesant High School of Commerce, and the Stuyyesant High School of the Atalanta B. C. where Alderman Mulcaoy will do the coachins. Morris High School has been allotted to the Staten Island, to be oached by Gianinni. Curtis High School has been allotted to the Staten Island Boat Club, but so far the Townsend Harris Hill has not found a home.

has been allotted to the Staten Island Boat Club, but so far the Townsend Harris Hall has not found a home.

Cosch Johnny Smith of the Nassaus is busy with Thompson, the intermediate sculler, and from new on the latter will do daily work. He will start in the intermediate event on Memorial Day. By the end of the week the Nassaus will have some more crews doing regular work on the water.

Davy Koche has twenty-four men on machines at the Lone Star B. C. He has the material for three jumor eights, which he intends to put out for regular work by the end of the week.

The hard working Bohemians have begun to stir, and a centipede put out from the club yesterday. The Nonparells also were in evidence with, a centipede, while the Mets had several scrub crews, gigs and shells out. Fred Fuessel, the sculler, took a pipo opener along the Speedway and appeared to be rowing with his former smooth swing.

According to the English papers the oarsmen who are selected to Ko to the Olympic regatta will have a gay time of it after the racing is over On the Monday after the regatta there will be a lunch at Phyllis Court, on the following Tuesday Sir Frank Cusp will entertain the visitors, and W. T. D. Smith will do the honors at Greenlands, his residence on Wednesday. On Thursday there will be a banquet to which all the foreign Ambassadors will be invited, and the festivities will close on Saturday with a concert at the Phyllis Court Club grounds.

BURNS-JOHNSON MATCH.

BURNS-JOHNSON MAICH. May Be Made To-day-Former Wants \$30,

000 Guarantee and \$5,000 Side Bet. Unless one or the other backs out at the last moment Jack Johnson and Tommy Burns will be formally matched to-day to

fight for the heavyweight championship of the world. Burns's manager is here with a proposition that the Canadian boxer will take Johnson on for bout of forty-five rounds or to a finish, provided he (Burns) can have \$50,000 of the purse win, lose or draw, and Johnson will agree to a side bet of \$5,000. draw, and Johnson will agree to a side bet of \$5,000.

Although these terms are anything but sportsmanlike Sam Fitzpatrick, Johnson's manager, sid visterday he would accept them and would sign articles to-day. "We are willing to fight this fellow Burns for nothing," sid Fitzpatrick, "because Johnson can beat him and will then have a chance to get the coin later on. I will not be satisfied that Burns means business until I see him actually in the ring."

Union College Baseball Schedule The Union College baseball schedule is as

follows:
April 11, West Point at West Point, 15, Pratt Institute at Schenectady: 23, Putgers at New Brunswick; May 2, Colgate at Hamilton; 7, Hobart at
Schenectady: 9, Rochester at Rochester; 13, Rochester at Schenectady: 15, Hamilton at Clinton; 16,
Hobart at Geneva, 20, N. Y. U. at Schenectady; 25,
Edison Club at Schenectady; 27, Middlebury at
Schenectady: 30, Hamilton at Schenectady; 194,
Schenectady: 30, Hamilton at Schenectady; 194,
Regress at Schenectady; 19, Colgate at Schenectady;



HOGG BAFFLES NEWARKS.

Clouts in Ninth Inning Win Game for New York Americans.

The Newark Eastern Leaguers gave Clark iriffith's men a scare in the game at Newark vesterday up to the ninth inning, when doubles by Chase and Sweeney, with a nuff by Kritchell sandwiched in, settled the contest. Owing to the illuess of First Base mun Sharpe Moriarty was loased to the Jerseymen for the game. Hogg was very effective for the New Yorks and the big leaguers fielded perfectly. The

NEWARK Bell. of 0 0 2 0 0 Niles 2b...

Bell. of 0 0 2 0 0 Niles 2b...

Mahilag as 0 0 2 3 0 Keeler, rf...

Mullen 2b 1 1 2 4 0 Stabi. f... Totals.....1 4 27 14 3

Breeklyns Drub the Richmond Team. RICHMOND, Ind., April 12.-The Brooklyn teambended its Southern tour to-day, defeating Richmond 8 to 2. The Erocklyns were in a fair way to add another shutout to their record, Holmes holding Richmond to two hits and no runs for eight innings. Finlayson, who pitched the last innings, walked two men, a safe hit following scoring the home team's only runs. The score

Burch, ss Hummel.lf... Murch, 3b.... Finlayson,p.0 0 0 1 0 Bronson,p., .0 0 Totals ... 8 13 27 11 0 Totals 2 4 27 13 3 Richmond.

Two base hits—Lumley, Burch, Hummel, Burns, Three base hits—Lumley, Butler, Home run—Hummel, First base on error—Brooklyn. Left on bases—Brooklyn. 4 Richmond, 5. Stolen bases—Majoney, Jordan, Holmes, Double play—Shinn and Parker, Struck out—By Holmes, 5; by Finlayson, 1, by Brown, 1, by Brown, 1, First base on Hit by pitcher-By Finlayson, I; off Brown, I Wild pitches-Finlayson, I; Bronson, I. Umpire-Lendoff, Time-I hour and 30 minutes. Attendance -2,000.

Other Baseball Games Yesterday.

AT BRIGHTON OVAL, Brighton A. C. . . . 1 1 0 0 1 2 0 0 . . . 5 13 Cuban Glants . . . 9 0 0 0 0 1 0 0 0 - 1 7 Easterles—Girard and Lee: Shipp and Lavelle.

AT CINCINNATI. AT BRONX OVAL.

Murray Hills... 1 8 1 0 0 0 4 3-12 16 3 16 or on A.C... 0 0 0 0 0 0 1 3-4-7 3 Batteries—Doughtery and O'Nelli; Wallace and AT ST. LOUIS. St. Louis (A. L.)... 0 0 0 1 0 1 1 3 0 6 10 1 St. Louis (N. L.)... 0 0 0 0 0 0 0 0 0 0 0 0 0 0 3 3 Batterles-Howell and Spencer: Karger and

Cotton States League. At Vicksburg-Merldian, 4: Vicksburg, 1,

McGraw expects McGlunfly to join the New ork Nationals in about a week. It would not be surprising to see Fred Tenney day better ball than ne has done for several sea-ous, and it goes without saying that that would be pretty fine ball. The Jersey City team, conquerors of the New ork Americans, will play at the Polo Grounds this

Ifternoon.

The late Mike Griffin had an ungainly way of poing after a fly ball, but there never was a better udge of one.

The defeat of the New York Americans by Jersey lly isn't any reason for worry. The defeats and determine the months of the second of the second

A. N. Ackerson-On May 23.

A. N. Ackerson-On May 23.

The following post office team has been organized:
H. S. Mouni, catcher; Edward A. Reilly, pitcher;
Edward Witte, shortstop, John Leonard, right field; Thomas Lund, centre field; Harry Gogghs, left field; Max Morris, first base; Sam Michael, second base; George Robbins, third base. Chailenges should be addressed to H. S. Mount, N. Y. F. O.

Manager Joe Kelley and his Beston Nationals are in town awsling the opening of the pennant season to-morrow. Kel said he would not start the season as a player. "Kind of soft on the bench lan't it?" he was asked. "That depends on the bench they give you," was the reply. "Some of em are hard." Speaking of several defeats which hig league teams have suffered at the hands of miner leaguers since coming north. Kelley said the big leaguers would not take the chances in the cool weather that they would otherwise.

Cross-Country Running.

Two members of the Mott Haven A. C. Two members of the Mott Haven A. C. ran from New York to Yonkers, a distance of eighteen miles, yesterday. They were H. Sackman and I. Gerschanck, and the spin was taken as a sort of warming up catner for the Boston Marathan run. Sackman led at the finish, and his time was reported to be 1 hour 55 minutes. About a dozen others indulged in a club handicap, which was won by H. Devlin. Following was the order of the first ten;

Randt Gross**

| | | | | ip, i |
|---------------|--------|-----------|-------------|-----------|
| Name. | | | M | . S. M. |
| H. Devlin. | | | 2 | 45 37 |
| H. B. Slater. | | ne in our | corrects of | 30 37 |
| A. Werboth. | | | | 15 37 |
| J. Gilbert | | ***** | 5 | cratch 38 |
| H. Rust. | | | | 45 35 |
| J. Gerschanck | | ***** | 6 | 00 38 |
| A. Westcott | | | | 45 39 |
| P. Healy. | | ***** | 1 | 45 30 |
| F. Johnson | CONTRA | ***** | correct f | 00 40 |
| M. McGulre | | | 6 | 00 41 |
| | _ | - | - | No. |
| Trap Shoot | ting | Unde | r Dim | culties. |

C. M. Camp of the Marine and Field Club and Charles J. McDermott and H. B. Vanderveer of the Crescent Athletic Club shot a three cornered match at the traps of the Marine and Field Club last Saturday afternoon. The traps are placed off the high embankment of the club's grounds on Gravesend Bay, and the marksmen shoot out over the water. A burricane was blowing, and the shooters had all they could do to stand against its force. They had to brace themselves by leaning against the wind. The targets did all sorts of funny stunts. It C. M. Camp of the Marine and Field Club serves by Paning against the wind. The targets did all sorts of funny stuats. It was an experience that not one of the shooters had had before. Camp won, beating Vander-veer by two targets, and MoDermott was third, fie settled for the dinner at the Cresont Athletic Club house. Another match has been arranged and Camp has guaranteed a etill day.

Rapid Transit Chess. At the Brooklyn Chess Club last Saturday night Magnus Smith, the new champion and former champion of Canada, won a rapid transit tournament from a field of twelve entries. Smith, after defeating archam-pion C. Curt in the third round, win from John D. Elwell in the final, taking first prize, Elwell won the second prize. AUTOMOBILES.

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Paul Billingsley, 'as, has been elected capson of 19-1909. J. A. Voskamp, '10 S. was

son of 19-1909. A. A. Jossani, 10 S, was elected vice-captain and C. E. Dwyer, '09. president of the association. Billingsley has played on the forward line of the Columbia team for the last three seasons and learned the rudiments of the game in England.